

THIS MONTH
July 2008

NEXT MEETING:
SUNDAY July 20, 2008
Regular Monthly Meeting
6:00pm @ Denny's
Wilsonville



The 1965 GT350 5S003

For information about SAAC NW
Or activities, call any officer

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Mark Pendergrass
Asst. Track Steward
Ed Neiger

SAAC Northwest Express is a monthly newsletter of Shelby American Automobile Club Northwest, a regional club formed in 1978 for the purpose of preserving & enjoying Shelby and other Ford/Mercury Performance cars.

Web Page address/emails:
<http://www.saacnw.org/>

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"YOU CAN DO WHAT?"

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Russ Schulte- This gentleman is a master sheet metal man. For aluminum work, sheet metal etc. Call Russ.
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Jeff Sanders-Manual Transmission specialist. Borg-Warner T5 expert, some "Ford" units available outright. Rebuilding or Updates available. Intimately familiar with Toploaders, T10's, Muncie's ack!! Will do some automatics as well.
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DISCOUNTS

Note: Businesses require phoning ahead and proof of membership in SAAC NW to get a discount. Take your club membership card with you when visiting vendors.

Rose City Mustang LTD.

Contact Bill Kubeck (503) 243-1938.
10% discount on all parts new and used excluding special order items.

Tom Jones Motorcars

Contact: Tom Jones, 2820 W. Highland Ave., Redmond, OR 97756: (541) 548-0633. Email: tmjones@transport.com.
10% discount on custom & mustang parts.

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Contact: Dennis or Craig, 3000 Newberg, Hwy W, Woodburn, OR. (503) 981-4747.
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Contact: Tim Schnell, 1506 NE Lombard Portland, OR 97211 (503) 285-3567 or (503) 285-2951. Discount varies on all services an parts. Also full machine shop.

C&G Automotive, Inc.

Contact: Gary Gressinger, 22015 Airport Rd., Aurora OR 97002. (503) 678-1115.
10% discount on all parts and service.

R&S Classic Mustang Supply

Contact: Ray Mason, 250 Queen SE, Albany OR. (541) 926-5383. 10% discount on parts & service.

**SEPTEMBER 2 – S.A.A.C. N.W. HIGH PERFORMANCE DRIVERS’ EDUCATION – PORTLAND INTERNATIONAL RACEWAY*.
FULL ROAD COURSE ALL DAY WITH FOUR RUN GROUPS.
TWENTITH ANNIVERSARY OF SPONSORING OPEN TRACK DAYS. REMINDER CARDS WILL BE SENT OUT TO DUES PAYING MEMBERS AND PREVIOUS PARTICIPANTS IN MID-MAY FOR REQUESTING TRACK PACKS. CONTACT: TRACK STEWARD - MARK PENDERGRASS – HOME PH. @ 503-662-4395 CELL PH. @ 503-550-2144 OR E-MAIL mpendy@dishmail.net**

SEPTEMBER 5-7 – END OF THE WORLD CRUISE (LONGBEACH, WA.)

SEPTEMBER 20 – TOUR TO THE PARK BY THE RIVER.* INVITED BY CHARTER MEMBERS RUSS AND DALE SCHULTE– HOST CLUB IS ROLLIN’ OLDIES. LOCATION: RIVER PARK, GRANT STREET, LEBANON, OR. 9:00 AM TO 3:00 PM. MORE INFORMATION TO BE PUBLISHED SOON. CONTACT: GAYLE IF YOU WANT A NICE SENIC DRIVE TO CENTRAL WILLEMETTE VALLEY @ (503) 657-5595 OR Email: fredangayle@earthlink.net

SEPTEMBER 21 – SAAC N.W. REGULAR MEETING 6 P.M. DENNY’S WILSONVILLE *

DECEMBER 6 – SAAC N.W. YEAR END BANQUET AT THE RIVERSHORE BAR AND GRILL, OREGON CITY, OR.* - 6 P.M. TO 9 P.M.

***BOLD TYPE DENOTES S.A.A.C. NORTHWEST REGION PARTICIPATION; ALL MEMBERS ARE ENCOURAGED TO ATTEND AND/OR VOLUNTEER SUPPORTING THE CLUBS EFFORTS WHILE CELEBRATING OUR THIRTITH YEAR.**

Minutes of the SAAC NW meeting 15 June 2008

President’s Report

President Larry Cockerham brought the general meeting to order at 6:30 P.M.

Few members were in attendance for this Fathers day; Larry thanked all who did come out for tonight’s meeting.

Larry said that for all of the club participants that went on the Dave Milligan commemorative run it was a real good time.

Larry then turned the meeting over to Gayle Gehring our Vice President for her report.

Vice President’s Report

Gayle Gehring talked about the tour to Maupin in Eastern Oregon. Gayle said that Dave Milligan would have been proud of the participation of our club. At the Imperial Hotel there were bands playing, plenty of good food, even an opportunity to park our cars on the lawn. Rick Young and his wife Jody were great hosts for the event including a great poker run. On Sunday morning the club toured out to Shaniko. There were a lot of quaint and antique items on display including a real neat display of a Mobil gas station with restored gas pumps.

From Shaniko the tour went to Ashwood for a nice barbecue. Doug Babcock took over the grilling, did a great job. All participants were happy with the tour, said it was one of the best ever. Doug Babcock won the Dave Milligan trophy for his participation to the event in his red Sunbeam Tiger.

Gayle talked about the 30th Anniversary Celebration of SAAC NW on Saturday July 12th at PIR. Gayle said that we did not get the 50 people we needed to have a catered dinner. Gayle said that she would work to get food

catered to those who registered. A modification from Catered Dinner to a Catered Lunch was at Gayles option. That option has been secured. For those members who have signed up in advance, to bring club cars for this special celebration will be rewarded. Everything the contract caterer for PIR (Ovation) has agreed to supply SAAC NW to make an enjoyable lunch is in the works. The food and beverage will be delivered to our car corral at 11:45 AM before Parade Laps on Saturday July 12th only.

For the group get together with WASAAC, we will meet at the Van Cleve Ford dealership

in Morton on Saturday August the 2nd. Gayle said that it will be a picnic everyone can

bring their own favorites to eat. Gayle will have the details for the event published in the next newsletter.

Lynette Spohn said that on the way back to Carlton they hit a quail in the grille of the Mustang heard something fall off, stopped the car thinking it might be a headlight, they learned it was the grille mounted Mustang. Lynette said that she lost her pony and is looking for a replacement.

Secretary's Report

Secretary Paul Blanchard read the meeting minutes of the SAAC NW 18 May 2008 meeting. Paul asked if there were any corrections or additions to the minutes as printed in our newsletter. No corrections were noted the minutes stand as read.

MHRC Report

Alternate rep Paul Blanchard gave the MHRC report. The 10 June 2008 MHRC meeting was attended by 12 clubs present with 1 absent. There was

AUGUST 2ND – MUSTANG STAMPEDE, BY MUSTANG'S UNLIMITED, VANCOUVER, WA. 10:00 AM TO 4:00 PM. CONTACT: EARL EDWARDS (360) 604-1932 OR CECE WANKE (360) 256-5009

S.A.A.C N.W. ROAD TOUR ON SATURDAY, AUGUST 2ND 2008

Purpose: To meet up with Washington Region of S.A.A.C.

Where to meet: "Gee Creek" rest stop North of the I5 and I205 merge in Washington on interstate 5.

When: Meet at 8:00 A.M. and leave at 8:30 A.M.

Destination: To Van Cleve Ford in Morton Wa., and then on to a park for lunch

What to Bring: A full tank of gas, and a picnic lunch

Why: To enjoy driving your car, and meeting some folks from WARSAAC.

Please let me know if you plan to attend.

Questions? Call 503-657-5595 or email fredangayle@earthlink.net

AUGUST 10TH – OREGON'S 37TH ANNUAL ALL FORD PICNIC – CHAMPOEG STATE PARK – 9:00 AM TO? ADMISSION \$3.00 FOR PARK AND \$5.00 FOR THE PICNIC. CONTACT: TERRY TINDLE @ (503) 472-6556

AUGUST 15 THRU 17 – SAAC-33 (The Traditional National Convention) – Thunderbolt Raceway, Millville, New Jersey. Go to www.saac.com for more info.

AUGUST 17 – SAAC N.W. REGULAR MEETING 6 P.M. DENNY'S WILSONVILLE

AUGUST 30- SEPTEMBER 1 – ALL BRITISH FIELD MEET & COLUMBIA RIVER CLASSIC HISTORIC RACES BOTH @ P.I.R.

S.A.A.C. NORTHWEST REGION 2008 **EVENT CALENDAR**

JULY 11-13 – PORTLAND HISTORIC RACES – PORTLAND INTERNATIONAL RACEWAY, 8:30 AM TO 6:00 PM. AND, **SPECIAL COMMERCATION AFTER THE LAST CHECKERED FLAG FALLS ON STAUARDS RACE GROUPS.** THE LOCATION: CAR CORRAL FOR SAAC NORTHWEST MEMBERS IN THE INFIELD.* PARTICAPANTS CAN ONLY ACCESS THIS AREA DRIVING CLUB CARS BETWEEN RACE RUN GROUPS. ALL CLUB CARS SHOULD BE PARKED IN THE CORRAL BY 10:00 AM (7-12-08). IF YOU WISH TO WALK TO OUR DISPLAY IT'S ACCESSABLE ALL DAY VIA THE FOOT BRIDGE OVER THE FRONT STRAIGHT AWAY. PREREGISTRATION IS REQUIRED ON SPECIAL THREE DAY PASSES FOR CLUB CARS. WE NEED TO KNOW HOW MANY FAMILY MEMBERS YOU WILL HAVE ATTENDING, EVEN IF THEY DO NOT HAVE TICKETS FOR THE RACES. REFER TO SPECIAL FLYER AND FORM THAT WILL BE MAILED TO ALL DUES PAYING MEMBERS EARLY THIS MONTH. **PLEASE R.S.V.P. TO OUR CORRAL**

COORDINATOR GAYLE GEHRING @ 503-657-5595 OR E-MAIL fredangayle@earthlink.net

JULY 20TH – HILLTOP CRUISE-IN AT DANIELSONS MARKETPLACE, OREGON CITY, OR. 11 AM TO 4 PM. CONTACT: 503-222-MHMF

JULY 20TH – FOREST GROVE CONCOURS d' ELEGANCE: PACIFIC UNIVERSITY CAMPUS, FOREST GROVE, OREGON. HOURS 8:30 AM TO 4:30 PM. CONTACT: 800-359-2313, OR www.forestgroveconcours.org

JULY 20TH – SAAC N.W. REGULAR MEETING 6 P.M. DENNY'S WILSONVILLE *

AUGUST 2ND – WASHINGTON SAAC AND SAAC NORTHWEST REGION GROUP GET TOGETHER.* VANCLEVE FORD IN MORTON, WA. MORE INFO. TO BE PUBLISHED SOON.

one correction to the MHRC minutes for May, where it was printed that the cruise to Cool August Nights was to be held in Redmond Oregon it should have been to Redding California.

Marlene Miller gave the treasurers report we have the deposit paid for the 2009 show with money available to help put on the show. There are two hall of fame jackets that need to be picked up, one for Gary Coe who has helped our club with a tow vehicle for our track day in the past, and one for Allen Shaw.

Big Don Van Dinter, PRS show manager said that we need to make a decision on the 2010 show at the Convention Center. At issue is the need to go from 3 days to 2 days and to rent A & B Halls and possibly C.

Unfortunately C hall is carpeted and the Convention Center wants us to assume full responsibility for any fluids that may be spilled. A vote was taken, it was agreed that for 2010 we will rent the hall for 2 days and only have A & B halls, the vote was unanimous for both issues. Big Don also brought up the issue of whether or not we want to keep our affiliation with ISCA, it was tabled for this meeting pending Bog Don's conversation with ISCA to see if we can hire their judges independently.

We may have two new sponsors for our show, one is Cost Less and the other is Made in Oregon.

Treasurer's Report

Ken Walker gave the check book balance and the value we have in our CD. Ken said that he has three registrations for our track day. We have a good treasury for our club.

other interested car clubs. Several suggestions were offered including looking at the list of member clubs of Friends of PIR. Lynette Spohn said that we could go online to Google and type in carclubspdx.com and it will give us a list of all of the Portland clubs with their name and mailing addresses. Fred Gehring asked about the traffic cones, Mark said that he and Ed Neiger and Don Knapp felt they needed about 35 cones. We have plenty at the present time, Mark said that he would look into it, to see if any more were needed. Mark said that the trailer needs maintenance he will take care of that as well.

Newsletter Editors Report

Lynette Spohn gave her report, didn't have anything new to add, still needs newsletter articles on members cars.

New Business

Mark Pendergrass made the motion that the club buy two dinners to our Christmas banquet for Rick & Jody Young for their contribution to the success of the Dave Milligan commemorative club tour to Central Oregon. A vote was taken motion passed unanimously.

Larry Cockerham wanted to offer an incentive for people to volunteer to become officers in our club. Larry said that at the last nomination cycle several positions had only one entry, what can we do to encourage more members to volunteer?

management show at the Riverside race track. They had all kinds of Ford powered cars there to introduce to the attendees. Parnelli had his Lotus Indy car. Connie Kalitta had his 200mph dragster. Shelby had Cobras of all kinds as well as a GT40. There was an evening of dining and drinking at the Mission Inn in town. All of these cars did a drive by near the grandstands on the backstraight for the people to see. The main attraction was the introduction of the Mustang GT350. There were ten of the cars (the preproduction prototypes -ed) for the press and management to drive around the track. For some reason, we Shelby mechanics had to ride with these drivers. I was not too keen to do this but did anyways. They flogged the cars around for most of the afternoon until some of the engines started to run rough. The mechanics found that the camshafts were wearing their lobes off. When the cams were made, the heat treatment was not done right, too soft. It was a little embarrassing for Ford but I guess they got it right and the cars became a success."

For an additional \$1,100.00 over what a regular 1965 hipo 289 GT fastback cost, you got a complete package in the GT350 Mustang. Miles, Shelby, Cantwell, Brock and the other employees from Shelby American (whose names we will hope to know more of in the future) put together one of the finest road cars you could have bought in 1965 for \$4,500.00, without having to add a thing to it. As William Jeanes once wrote when comparing a regular Mustang to the GT350, "One was a mannerly pony car that excelled in popularity, sales, and acceptance, a sensible "fun" car. The other was loud, rough, and scary.....a pit bull of a car that stole your heart."

Two weeks after its introduction, Miles staged his own St. Valentine's Day Massacre at Green Valley, Texas when he came in first place in the first race the GT350 was entered in. The race produced my favorite photos of an R model, 002, with all four of its wheels off the ground. Bob Jackson took the photos on a cold February 14, 1965 morning. Jackson, who won the Pulitzer Prize for photography in 1963 for taking the famous picture of Jack Ruby shooting Lee Harvey Oswald, took photos from a couple of different angles, on one shot, if blown up you can see Miles smiling. In another photo you can see the expression of a spectator in the background. Priceless.

The competition version of the GT350 dominated B production SCCA racing, beating the Corvettes and Jaguar E-types in 1965, 1966 and 1967



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markings on the face of the gauge which is seen in the regular production 1965 GT350's. The bottom face of this gauge did not have the traditional "CS" logo however and its face did not match up with the Stewart-Warner oil pressure gauges used in the later 289 Cobras during that same time period. If it is in fact a true gauge, its manufacture is difficult to determine. The 8,000 RPM tachometer to the right of the oil pressure gauge has a clearly mocked-up face including the "CS" logo at the base. Stewart-Warner did make a tachometer which was the same diameter as the soon to be produced Delco unit. Shelby American had likely not received the tachometer shipment from Delco prior to this publicity photo being taken. The need for a tachometer for the 1965 GT350 is an example of an item that Nuznoff was responsible in finding a manufacture whom could meet the production specifications.

At this point, there was still not a toggle switch mounted for the horn, which in later development was located to the right of the stock Mustang instrument cluster. Brock's design work was evident in 003's interior once again when he produced a Cobra center cap for the 16" 289 Cobra wood steering wheel. This was accomplished by using a 289 Cobra hood ornament and a circular piece of black plastic to aid as the carrier.

Once 003 was shipped to Cragar wheels on March 9, 1965 to receive its special sand cast, large hub, prototype Cragar wheels, it was Brock who designed the "CS" center caps. Later in production, he was the person responsible for the small GT350 emblem near the rear passenger taillight. When it came to public relations/advertising, it was Brock that handled the initial photo shoots of 5S003, but also provided the wording for the first set of GT350 ads. Brock handmade two small painted GT350 emblems that were unique to 003 and were placed on the side of the front fenders, directly behind the headlights. Likely these were to cover the two holes left when the 289 emblems were removed. Subsequent production cars were produced with emblems deleted so like the 6-cylinder Mustangs, the holes were never drilled for emblems. Brock and Kerr designed the fiberglass GT350 hood scoop, perhaps one the best looking of any car of its era.



Shelby proudly displayed his new creation to the automotive press at Riverside Raceway on January 27, 1965. Frank Lance, a Shelby American mechanic remembers the day well. "There was a Ford press and

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One of the suggestions was to give the officers a free participation for track day, another suggestion was to give a gas allowance in the equivalent amount to the cost of the track day.

Dave Lennartz suggested that we give the officers a gift certificate to use for the purchase of club merchandise. Not a bad idea, what does the general membership think?

Gayle Gehring suggested the presentation of a nice club jacket perhaps patches could be awarded for various offices that have been held.

Dave Lennartz also mentioned the need for a group of members maybe as an advisory board who would be willing to help new members become more acquainted with the club's various functions.

Old Business

Fred Gehring made mention of a magazine that Dave Lennartz brought to the meeting called Classic Motorsports. It is a magazine that comes out every two months, in the July/August 2008 issue there is an excellent article on the process involving the restoration of a Sunbeam Tiger. This is the first in a series of articles profiling the restoration of a rusty Tiger that needs work.

In Closing

With no further business to come before the membership, President Larry Cockerham adjourned the meeting at approximately 7:15 P.M.

Respectfully submitted: Paul R. Blanchard, Secretary

Minutes of the SAAC NW meeting 18 May 2008

President's Report

President Larry Cockerham brought the general meeting to order at 6:30 P.M.

Larry thanked all members for coming out to the meeting on such a hot day. Larry mentioned that we lost one of our members this past week, Gary Kadrmas.

Gary was one of the early SAAC NW members, he died of stomach cancer. Gary had a 289 Cobra and a 66 GT-350 clone. Larry went to his funeral said that it was a good memorial service. Larry said that we had good participation at the Suburban Ford Show in Sandy. Fred and Gayle won the \$500 prize along with the trunk monkey card.

Larry then turned the meeting over to Gayle Gehring our Vice President for her report.

Vice President's Report

Gayle Gehring Mentioned that Ron the fabricator that is restoring the Lola for Allen Grant was scheduled to be our guest speaker tonight. Ron is painting the car, wasn't able to make tonight's meeting would like to come and speak to us at the June meeting.

Gayle mentioned that we had nine club participants with their cars at the Suburban Show in Sandy. Gayle wanted to thank the following: Ken Jones with his early 1965 GT-350 Shelby, Fred and Gayle Gehring with their 1966 GT-350, Jack Greene with his 1967 Shelby GT-350 with Webers, Dan Jones with his 1967 GT-500, Mark Pendergrass with his 1967 GT-350, Lynette Spohn with her 1968 Trans Am replica, and Bill Meloy with his 2003 Mustang. We had a great club display thanks to all who participated.

Gayle then turned to Rick Young for his report on the 7th and 8th of June tour to Maupin in Eastern Oregon.

Rick said that we will meet at the Safeway store in Sandy at 10:00 A.M. on Saturday and depart for Maupin. In Maupin we can stay at the Imperial River Lodge for their celebration. They will have some bands playing for background music, have some food and good fun. Sunday morning we will have a continental breakfast and then take the back roads through Shaniko and then work our way over to Ashwood. At Ashwood we will have lunch made on a grate over a rock pit with charcoal briquets. The road to Ashwood is a lot of fun for those who haven't driven the road before there are several elevation changes along with some 180 degree turns. After the picnic lunch we will head back to Maupin and then on to home. The question of security came up, there are those who don't

Monza, the last race of the 1964 season, so he used his influences and connections (also being Italian) to have the Monza race cancelled." The final tally for the 1964 season was: Ferrari 84.6, Cobra 78.3.

Although this web site is devoted to the 1965 GT350 Mustang, it is difficult not to bring into the picture other projects and the people involved in those areas since it is was all contained within Shelby American. Deke Houlgate was Shelby American's public relations director in the early years, later taken over by Max Muhleman and his assistant Gordon Thorne. However, it was Brock who designed some of the early factory posters, the COBRA, COBRA, COBRA tee shirts as well as a lot of the early factory literature for the 289 Cobra. The Cobra hood and trunk emblems were designed by Brock. Brock was also the person who took great pride in how the factory team Cobras looked, determining the layout of the decals placed on their bodies, thus creating consistently beautiful racecars. In many ways, Brock provided a lot of "public relations" for Shelby American in virtually everything he touched.

When Cantwell came on board, the styling development of the GT350 project was the responsibility of Brock and Skeet Kerr. The image they were trying to achieve with the new GT350 was to still have the general appearance of the recently introduced fastback Mustang, but that it was to look a little cleaner and more purposeful. When it was determined that all the 1965 GT 350's were to be painted white in color, Brock had an idea. One of his first cars was a 1946 Ford convertible, which he painted white with two wide blue stripes to the Briggs Cunningham road racecars of the 1950's, white with blue stripes was considered to be the American racing. This was a way for the cars to be identified as to British, silver = Germany. This is where the white base colors that are forever linked to the 1965 GT350 came from.

When the initial groundwork was finished for the front end work for the exterior of the car, three hi-po 289 fastbacks

of the three cars became the street prototype car, 5S003. All the regular Mustang emblems were removed except for one of the small running horse front fender emblems which made it up to the drivers side of the grille since no one could agree on a unique GT350 logo! The only other Mustang insignia on the outside was the factory gas cap. When Ford and Shelby wanted a way to identify the car from the side, and after the name GT350 was established, it was Brock that came up with the Microgramma Bold GT350 characters for the side stripes. This was the similar style of letters used in the Cobra literature, but there was also a desire to reflect the rocker panel stripes,

which were first used on the Ford GT40's.



Brock initially designed the prototype oil pressure/tachometer pod for the dash in clay. One of the most widely used photos in the automotive magazines was taken with 003's driver's door open, showing the interior of the car. The center dash gauge pod contained an oil pressure gauge in the left section of the pod. This gauge appeared to have

the proper location of the "20"- "40"- "60"- "80"

As a side note, there were several advertisements placed by Shelby American in Autoweek and Competition Press in 1966, attempting to sell their accumulated supply of factory Ford 289 intakes, autolite carburetors and chrome hipo 289 valve covers. These intakes and carbs powered the Mustangs off the San Jose production line, onto the Hadley transporters destined for Shelby American and then eventually moving the car to

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CHROME VALVE COVERS	5.50	
TOTAL	70.35	
OR BUY THE COMPLETE KIT AND SAVE ANOTHER \$4.35	62.00	

HURRY, when these are gone, that's it. They won't rest long at these prices. Fill in the coupon and mail it today. Use or show to

the GT350 production line where they were removed in favor of the Cobra intake and 715 Holley carburetor. The chrome valve covers were replaced with aluminum Cobra units.

Unfortunately, there is very little Shelby American factory paperwork on the evolution and development of this first streetcar. Thankfully, we still have a couple of the key factory employees who were involved in the GT350 project with their minds still intact after 40 years (2004). We have briefly talked about the importance of Cantwell, lets take a look at another vital person in the development of 5S003, Peter Brock.

Like Cantwell, Brock was also at one time involved at General Motors but he was in their styling department. Brock was the youngest person (19 years old) when he was there. The year was 1957 and eventually Brock worked on what was later to be known as the Corvette StingRay. Brock ended up moving to California and purchased a house adjacent to Riverside Raceway while he was still in the Air Force, stationed at a nearby Air Base. He became one of Shelby's first employees and one of the head instructors at the Shelby School of High Performance Driving at Riverside Raceway. Perhaps Brock is most widely known for the aerodynamic body design of the Daytona Coupe Cobra, a project that did not gain the initial acceptance of his fellow employees until it was tested at Riverside on February 1, 1964. It didn't help that Benny Howard, the designer of the famous Howard racing planes of the 1930's and by this time was a well respected figure in aerodynamics (of airplanes) also told Shelby the Daytona Coupe design would take over 500hp to reach 180mph. The Daytona Coupe ended up exceeding everyone's expectations on top speed, handling, stability, as well as something initially overlooked, fuel economy for the long European racetracks and endurance racing found on the 1964 FIA schedule.

The Daytona Coupe ended up being the weapon Shelby needed, narrowly missing the World Championship in 1964, but winning it decisively in 1965. Shelby American potentially could have won the World Championship from Ferrari in 1964, as Brock noted, "Enzo Ferrari had felt that the Cobra would win at

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feel the need to have security, others felt it should be provided. Gayle will look into having security provided for those that would like to have it.

Gayle talked about the Portland Historics and the 30th anniversary of our club, talked about the Saturday banquet in the club corral. All members are encouraged to attend the historics as well as the catered dinner on Saturday.

Secretary's Report

Secretary Paul Blanchard read the meeting minutes of the SAAC NW 20 April 2008 meeting. Paul asked if there were any corrections or additions to the minutes as printed in our newsletter. No corrections were noted the minutes stand as read.

Treasurer's Report

Ken Walker gave the check book balance and the value we have in our CD. At the present time our CD has matured, money can be made available without a penalty. After club expenses including some track day expenses we will only have about \$200 in our checking account. Ken wanted to know if we should transfer some money over from our CD account to give us enough operating capital to cover club expenses. After our track day the money can be re-deposited back into our CD account. Fred Gehring made the motion that we transfer a specified amount to the checking account, seconded by Rick Young, a vote was taken motion passed. We have a good treasury for our club.

National SAAC Rep

Dan said that SAAC National has sent a letter to all of their members with a \$100.00 assessment for their legal defense fund in their lawsuit with Carroll Shelby. This is to help save the SAAC as an organization. They believe that the cost for their legal defense will be between \$500,000 and \$1,000,000. SAAC believes that Carroll is using the same tactics as before in other lawsuits where he will just outspend the opposition. With your donation to the legal defense fund SAAC is willing to offer two coupons good for \$50.00 each to be used to purchase the new registry. It is unfortunate that it should come to this, Carroll should have put in place the legal requirements for protecting his property years ago. Time will tell as to how it will all be resolved.

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Track Steward's Report

Mark Pendergrass said that the track packs are finished, and he will be sending out notices to all of the participants at last years track day. Mark said that he made some minor changes one that is significant is the elimination of the Snell 95 helmets. Gayle Gehring said that she has not heard back from SAAC National as to our insurance renewal, she will give them a call soon.

Newsletter Editors Report

Lynette Spohn had her report given by Larry Cockerham. Lynette is looking for newsletter articles on members cars.

Fred Gehring mentioned that we have Doug and Roberta Babcock from the Bay Area STOA (Sunbeam Tiger Owners Association) with us this evening. Doug and Roberta have relocated to the Portland area and are avid Tiger enthusiasts. Doug is an honored inspector who has been instrumental in authenticating original Sunbeam Tigers. It takes 3 inspectors to shake down a car and authenticate it as an original Tiger. Fred Gehring has taken his training and is now registered as inspector No. 56. Dana Moulton to become inspector No. 57 is the other inspector that will be available to authenticate an original Sunbeam Tiger. There were approximately 7000 Tigers made over a three year period, it is believed that there are approximately 2500 cars remaining with about 800 certified to date. June 20th is the release date of the new Get Smart movie, agent Maxwell Smart drove a Sunbeam Tiger in the opening to the popular TV show many years ago. Fred said that he will have an article about the Tiger Tech Team available for a future newsletter.

MHRC Report

Alternate rep Paul Blanchard gave the MHRC report. The 13 May 2008 MHRC meeting was attended by 11 clubs present with 2 absent. We have the deposit to the 2009 show at the Oregon Convention Center we are moving forward with next years show. It is unfortunate that the Oregon Convention Center continues to raise their rates anywhere from 15 to 19 percent/year which is higher than the current rate of inflation.

Big Don Van Dinter, PRS show manager in conversations with ISCA we have learned that attendance is down and the number of shows is in decline all across the country. This weekend will be the national ISCA meeting where all of the national reps will try and reach an agreement as to the direction of the shows and what the future holds. Our reasons

production line was set up, they averaged finishing about seven 1965 GT350's per day. There was now plenty of parking available for the Mustangs, both before and after they had gone through their transformation process as well as an area for the 427 Cobras, which would be arriving soon. There was also a separate "show car" preparation facility used for the detailing of cars used in advertisements, public relations, and car shows. There was a separate race shop for the building of the racing Cobras and R model Mustangs. We are getting ahead of ourselves, let's get back to



the Venice plant in November 1964, with the car that would later become 003.

The Mustang that would become SFM5S003 was ordered on October 26, 1964, the original Ford door tag is still present on the drivers side today. It is safe to say this car was probably whisked away to Shelby American fairly quickly from the San Jose Ford plant, along with the

other two cars destined to become R models. By the beginning of November 1964, the process of turning this regular hi-po 289 Mustang fastback into the first completed GT 350, (the first prototype street GT350) had begun.

To our best knowledge, we feel 5S003 arrived at Shelby American with a Ford toploader transmission since that is how ALL hi-po 289 Mustangs left the San Jose Ford plant. At some point, the same aluminum transmission with special nickel "Sebring" gears as the 289 Cobra (5 bolt motor) found their way into this GT350 (6 bolt motor). Bill Moir, 5S003's first public owner, (after 6/15/65) distinctly remembers 003 having a T-10 transmission with an aluminum front case but a steel tailshaft.

Another point to remember is that these three initial cars arrived at Shelby American without the export brace. Cantwell toured the San Jose plant with Sam Smith and Jack Khoury (the GT350 production manager) in order to establish a final build configuration for the street and race

GT350's. Cantwell, Smith, and Khoury already knew they were going to strengthen the front engine compartment with a cross brace between the spring towers. This idea was taken from Alan Mann's experience in the European road rallies.

The second addition which proved to be the most beneficial in reducing flex while increasing the rigidity of the engine compartment came in the form of the export brace. This is where Cantwell first noticed the export brace being placed on cars being shipped outside of the United States. It was determined the export brace was essentially a no-cost quality and performance item which could easily be incorporated into the build schedule of the future Mustangs destined for Shelby American. The production people at the San Jose plant were very cooperative and from that point on the export braces were placed on all the Mustang chassis that were to be delivered to Shelby American. Smith also determined it to be more cost effective to have Borg-Warner ship the aluminum transmissions directly to the San Jose Ford plant and have them installed in the cars as they progressed down the production line rather than to have the transmissions installed later at Shelby American. This prevented the virtually brand new Ford top loaders from having to be disposed of as scrap or wholesaled, since none of these parts could be returned to the factory for re-installation on new cars.

airport authorities that Shelby American was going to do something aircraft related in order to take over the existing lease.



Two large aircraft hangers were leased from North American Aviation at LAX on January 1, 1965 for \$8,800.00 per month. Bruce Junor was given the daunting task of moving the Shelby American business from it's original Venice location to the buildings near LAX. Originally, Shelby felt the buildings were too large for their needs but Junor felt they were ideal. What sold Junor was the fact the facilities were free span, meaning they were no vertical supports to get in the way. The entire floor was open. Modifications to the inside of what would later be the street car division of the new plant included construction a large "U" shaped grease pit which meant the cutting of the existing concrete floor and reinforcing the pit

walls in concrete. A moving chain was installed to advance the cars from station to station. Air compressors were set up along the production line as well as an oil feeding pump, a section for welding the rear traction bar brackets in place as well as various tools and parts bins etc. The extensive modifications of the hangers took place in January-February 1965, Shelby American gradually moved its location of operations over to the LAX plant in January 1965 but was not finished until September 1, 1965 due to the delay in installing explosion-proof lighting in the engine/dyno room. Once the

for being with ISCA is for the inclusion of feature cars that are on the ISCA show circuit and the judging that is provided.

Elections were held with new officers elected as follows: Mike Conn, President; Bob Miller, Vice President; Jack Cimino, Secretary; Marlene Miller, Treasurer; and Burke Pierce, Sgt. At Arms.

New Business

Gayle Gehring mentioned that the Mary Hill Loop Hill Climb has made a drastic change in their schedule. They have changed from September/October to the 15th of June, a really quick change.

Gayle said that she also received notice of the Ford show in Hillsboro another late notice.

In Closing

A nice raffle was held, some neat posters were given away. For all of the members that didn't attend tonight's meeting you missed out on a nice raffle!

With no further business to come before the membership, President Larry Cockerham adjourned the meeting at approximately 7:30 P.M.

Respectfully submitted: Paul R. Blanchard, Secretary

1965GT350MUSTANG.COM **History of the 1965 GT350 and 5S003**

The first Ford Mustangs were introduced at the New York World's Fair on April 17, 1964 to rave reviews. A blitz of television commercials on ABC, CBS and NBC the day prior to its introduction, as well as having 11,000 Mustang press packets sent to newspapers and magazines throughout the United States fanned the fire. This resulted in large numbers of people gathering at Ford dealerships just trying to get a glimpse of this new car. By the end of the first opening day, 22,000 orders had been placed for the newly styled automobile. By the end of 1964, over 263,000 Mustangs had been sold. The original sales estimates by Ford for the first year of production were off by over four times! Almost 419,000 Mustangs were sold by April 1965. This set a new record for the largest number of cars sold for an introduction of a new model.

A sporty hi performance (K code) Mustang version was introduced in late June 1964. Three body styles were available for the 1965 model year: the notchback coupe, the convertible and the slippery new fastback. By this time, a craze was taking hold of a rather large group of generally younger automobile drivers, which we have now termed the muscle car era.

Chevrolet had been building the Corvette for the past ten years and their top-of-the-line model for 1964 was the fuel injected 327 coupe (3,180lbs. 375 h.p.). The 1965 Chevelle 327 L79 was priced \$900 below the Corvette for the financially challenged hot-rodder (3,140lbs., 350h.p.) Pontiac had introduced its mid-sized (read large) Tempest-styled body with a huge tri-powered 389 motor and named it the GTO, (3,178 lbs., 360 h.p.) The 260/289 Cobras (2,030lbs, 271 h.p.) had been out in the market for two years and in the proper hands, the nimble, lightweight, two seater probably ruled the street racing scene. At a base price of \$5,995.00, the Cobras were \$1,000.00 more than the Corvette.

Needless to say, the new 1964 1/2 Mustang did not fit into this crowd very well. About this time Ford declared a "Total Performance" public relations campaign. The automotive giant began pumping a lot of money into just about every aspect of motorsports: Nascar, Indy racing, drag

racing and sports car endurance racing. Ford's link to sports car racing was with a small company in Venice, California, Shelby American. By 1964, the Shelby Cobras had just two years of racing under their belt, but were racking up victories across the United States and were expanding to European racetracks in order to conquer Ferrari.

The new Ford Mustang had been selling extremely well off the showroom floor, but it was far from a sports car and was not going to be considered as an addition to Ford's "Total Performance" program. It was no surprise when Ford approached the SCCA and told them they intended to enter the Mustang in the sports car class, their demand was quickly dismissed. What Ford failed to realize was that the SCCA was extremely independent and they did not like the idea of a large company dictating to them what they should accept. Ray Geddes, the head of Ford's Special Vehicle Department (Racing) suggested the logical choice was to have Carroll Shelby diplomatically work with the SCCA to determine what steps were needed to get the new Mustang active in racing. Geddes was able to convince an initially less than enthusiastic Shelby about taking on another full scale racing development program and production streetcar project. The two previous

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with any new project, there were some developmental problems that occurred throughout the 1965 model year. A second point on the checklist was to have a prototype street version in place for publicity use. There also had to be one racing version available, which was 5R002. The second R-model, 5R001, was not finished until considerably later in 1965. A fourth area to have completed by Christmas, 1964 was to produce eleven pre-production cars for public relation purposes. These cars are stated in the SAAC registry as not being finished until the middle of January 1965. Most of these initial cars were used by automobile magazines for road tests, some were used as factory demonstrators and a couple were sent back East, at least one was sent back to Ford. Finally, there had to be a total of 100 cars (both street and race versions combined) for the SCCA homologation meeting on January 1, 1965.

I always thought these 100 or so cars had to be fully operational GT350's, but again from the SAAC registry, a lot of these cars did not run through the GT350 production line until February 1965, the last ones of that batch were not being finished until late April 1965. So obviously, when SCCA came out to Shelby American, the 100 (actually 113 cars by SAAC's factory records) cars

that were lying around were the special build or "knockdown" Mustang versions as they were delivered from the San Jose plant.

The December 12, 1964 issue of Competition Press confirmed this by describing for the first time in SCCA history that they were requiring certificates of production from manufactures before finalizing their decision to classify a new car for racing. At that point in time they had not heard from Shelby that the 100 cars were ready. The article also mentioned that the SCCA was going to send a member from their classification team to Shelby American by December 15, 1964 to verify the GT350's production. The SCCA was going to be "hard nosed" about the newly imposed December 31st/ 100 car regulation, but it would ultimately be up to the competition board of the SCCA.

The 427 Cobras were not homologated by the FIA for the 1965 racing season, the cars had not arrived in sufficient numbers from England, but it did debut with Bob Bondurant driving CSX3002 along with Miles driving 5R002 at Green Valley, Texas in February, 1965. At this point, the momentum which the 289 Cobras had from the 1964 racing season carried over to 1965, eventually winning the FIA World Manufactures Championship for GT cars.

Since it was already determined that Shelby was not going to have enough time to produce the 100 cars needed, the question was posed to the SCCA; what constituted the level at which the cars had to be completed? SCCA's response was that Shelby American had the component parts on hand and if they were producing, say five cars per day, that it would fulfill the spirit of the new requirement. As to the time limit given to get all 100 cars finished, they would be allowed 60 days past the initial deadline, that would have made it March 1, 1965, which was still before the SCCA national races began.

The other area which is a little gray is the fact that the vacant lot between the two Shelby American Venice plants was able to fit maybe 50 of the Mustang fastbacks there, but where could they put all the rest? By December 1964, the writing was on the wall, the Venice plant was just too small for the additional production line needed for the GT350 project. Again, going back to the

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December 12, 1964 issue of Competition Press another article stated that Shelby American still had not moved to the LAX facility and they may not do it at all! Cantwell added the reason for this was that it took some time to convince the

By this time we feel there were already three stock white, hi-po 289 Mustang fastbacks at Shelby American. These three Mustang fastbacks had "SFM5001", "SFM5002" and "SFM5003" written on their firewalls with a red felt pen. These three cars did not receive their Shelby American serial numbers and VIN tags until late May, early June 1965. When these three cars were being developed at the Venice plant, "SFM5001" was determined to become the first street car, "SFM5002" and "SFM5003" were the factory racecars. It was when the VIN tags were applied six months later that they were not put on the appropriate chassis. Cantwell added that these three cars were driven off the San Jose Ford production line, since it was the only way they could have been produced at that time.

An area we are not sure of is if two of the first three cars that were destined to become R-models were already stripped of hoods, interiors and sealer at the San Jose plant? Was there enough advanced thinking to know this prior to those two cars going down the line or were the cars sent to Shelby American and then at that point, they stripped of their worthless street parts? A close inspection of 5S003 in March of 2004 yielded the discovery that the first street car delivered to Shelby American came with a rear seat intact! How many other stock Mustang parts, such as the hood, were still on 5S003 when it arrived at Shelby's Venice plant may never be known, unless the employee(s) who removed these parts is located. Any parts that had to be removed from these Mustangs at Shelby American were usually scrapped since they were considered to be "used" and could not be returned to the San Jose Ford plant. Cantwell has remembered that the San Jose plant could have built one car as a special order if needed, but for convenience, they would have preferred to produce these cars in batches as was to be seen in future Shelby American orders. Cantwell feels by this time they knew, for the most part, what they wanted deleted, what the Ford production line could delete, but the exact specifications had not yet been determined.

Some areas, such as producing a car without seam sealer could have been accomplished with a simple phone call to the San Jose Ford plant.

In recently viewing 5S003, it was noted there was no seam sealer in the trunk, but there was along the underside of the floor pans. The sealer may have been removed in the trunk area when the car was re-restored in 1980. 5R002, a generally unrestored car at the Shelby American Museum in Boulder, Colorado has yielded that it arrived at Shelby American without its rear seat. Perhaps the first two racing versions of the GT350 production were already deleted of some of the street parts which were already determined not to be used on the racing versions. 5R001 was restored in 1977 has not been viewed publicly for a number of years now, so we will focus our ideas on how the first two R models arrived based on the findings we will gather from 5R002.

What we do know is that two of the cars became factory racecars, one was the B production 1965 champion and later was tagged SFM5R001, the other was the first race car produced which became the developmental race car "mule", initially referred to as 5002 and was later tagged SFM5R002. The first car completed which originally had SFM5001 written on its firewall, became the prototype 1965 GT350 streetcar and was later tagged SFM5S003.

The initial groundwork of the GT350 program had already been set up, with Miles working on the suspension modifications while Brock was involved in the car's exterior, graphics, and badging. Cantwell had numerous deadlines that had to be met by Christmas, 1964. They were: To determine the list of unique parts needed for both the street and R model versions as well as having a source available for each part. As

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years of Ford's financial commitment with the 260/289 Cobras likely helped sway Shelby on the idea of agreeing to the Mustang program.

The 289 Cobras were dominating their class in the national SCCA races and were in the midst of giving Ferrari a run for the World Championship title with their new Peter Brock designed Daytona Coupe. With Shelby's previous racing career, his vast contacts within the racing and automotive community, as well as his experience on how to promote a new car, it would have been difficult to have found a better person for the job.

Shelby contacted John Bishop, the executive director of the SCCA, in the summer of 1964 and brought up the subject of what was needed to make the Mustang race worthy. A few days later, Bishop called Shelby back with a few areas to consider in modifying the Mustang. The points Bishop came up with included removing the rear seats (there were no provisions in the SCCA for a four-passenger race car), installing larger brakes, increasing the horsepower to around 300 and improving the suspension. Furthermore, SCCA's regulations allowed Shelby to modify the engine OR the suspension/brakes and the car would still be considered as a production car- but both areas could NOT be modified. Shelby determined he would have less trouble with warranty issues if the engine was kept stock. The idea of having the suspension and brakes upgraded for the racecars would not cause as much of a problem on the streetcars warranty-wise. It is for this reason that both the race and street versions of the GT350 shared the same brakes and suspension. This way, Shelby's racing version could have a higher horsepower motor and still be considered "legal". Either way you look at it, this meant having to modify several major components of the basic Mustang! If that was not enough, they had to have 100 of them "ready" for the new homologation certification rules into B production racing by January 1, 1965. That gave Shelby, with Ford's backing, just five months (August 1964- January 1, 1965) to get the job done. Not much time.

Shelby relayed his findings to Lee Iacocca at Ford, who gave Shelby the go ahead on the project. Iacocca placed Geddes in charge of being the liaison between Ford and Shelby American on what was initially termed to be the 'Cobra Mustang' project. Sam Smith who was working under Geddes at the time suggested to a former General Motors co worker and friend, Chuck Cantwell, that he should contact Geddes about heading up the new project at Shelby American.



Cantwell, who was active in the Detroit region of the SCCA and on its Board of Directors, was interested in the idea so he flew out to Shelby American for an interview and met with Peyton Cramer, Shelby American's General Manager. Cramer quickly saw the qualities that Cantwell possessed and he was offered the position of Project Engineer for the 'Cobra Mustang' project. Cantwell

accepted the new job and went back to Michigan for a brief time working again with Smith on spreadsheets outlining some of the initial thoughts as well as developing a unique parts list for what

would later become known as the GT350 Mustang. Cantwell and Smith also created a list of potential sources of parts needed to make the Mustang's transformation at Shelby American.

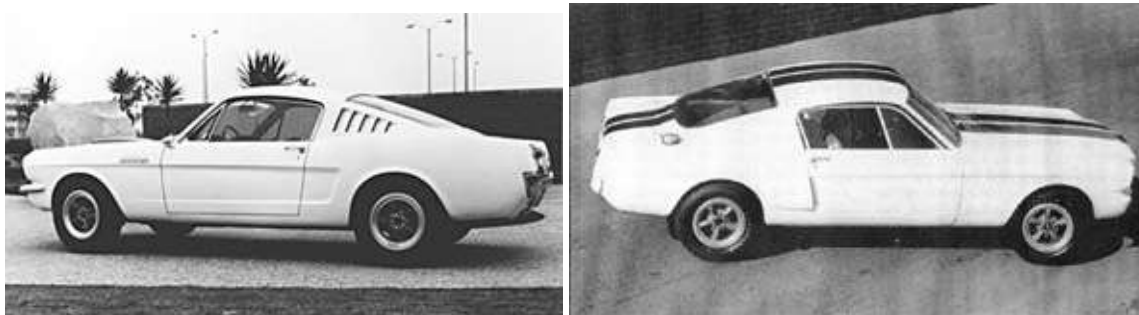
At this point, Shelby had less direct participation in this project because his plate was already full with both national as well as international racing. The last seventy five or so 289 Cobra street cars were being finished and the GT40 program was about to be inherited by Shelby American since Ford had not won a single race with the car prior to that point. The 427 Cobra project was also just about to begin, and oh, the Sunbeam Tigers were already being produced and raced. As you can tell, Shelby American was very busy, and for those who have visited the original factory buildings, things were quite cramped in late 1964.

The engineering responsibility and coordination of the final parts design for putting together the GT350 Mustang, as we know it today, was mainly placed on the shoulders of Cantwell. A GT350 Production Team was formed which consisted of Cantwell, Bruce Junor and Jack Khoury; their first task was to form a sequence in which the new, unique parts could be placed on the Mustang at Shelby's plant. In a recent interview, Cantwell related that the Mustang project was already in full swing by the time he arrived in Venice. Ken Miles, Shelby American's Team Cobra driver and Competition Director, had built and tested two white 1965 Mustang hi-po 289 notchbacks with another Cobra Team driver, Bob Bondurant, as well as input from Klaus Arning, Ford's Chief Suspension Engineer. From what we can determine these two initial Mustangs were delivered to Shelby American in July of 1964.

Cantwell added further information about how these two cars were used, "The two hi-po 289 Mustangs had been tested at Willows Springs with race engines, new suspension settings, traction bars and some other pieces to be used in the GT350 design. These cars had served their purpose and were hulks sitting in a back corner of the warehouse when I arrived on the West Coast. Ray Wolfe resurrected one of the cars and built it into a Trans-Am car which both Wolfe

and I raced. We raced the car at the 1966 Riverside race, but did not finish due to engine problems. The race was won by Jerry Titus in a Shelby built customer car. The other stripped car at Shelby American was sold but apparently was never raced." The current whereabouts of these two cars is not known, but their VIN numbers are, according to factory records in SAAC's possession.

A short time after Miles was finishing up with the pair of notchback Mustangs for their suspension development; another pair of white fastbacks was delivered to Shelby American in early fall 1964. These were placed in Brock's hands to develop their new outer appearance. One car was set up as a street version, with the initial hood scoop being placed further by the front of the hood than where it ended up on the production cars. This car also had a rectangular adhesive-backed foil emblem placed on the upper rear side of the front fender that said "Mustang G.T.", which was one the initial names given to the car. The second car was a racing/styling prototype which had a side scoop whose function would have been to aid in cooling the rear brakes. There was also a Monza-type fuel cap which was just simply placed on the passenger's quarter panel for display purposes, there was not even a special fuel tank design yet. Another feature was the now recognizable R model rear window, which was designed by Brock to reduce the car's interior pressure hence lift and help maintain airflow over the rear of the car. Both cars were outfitted with American torque thrust mags and Brock's blue Le Mans stripes. Most likely these prototypes went back to Ford when they were no longer of use to Shelby. Very little else is known about these two cars.



It is safe to say that hot rodding was born in Southern California during the late 1940's and early 1950's. By the early 1960's, Shelby American had gathered some extremely talented and well respected fabricators; Phil Remington, Bill Eaton, John Ohlson and John Collins, mechanics; Jack Hoare, Charlie Agapiou, and Ron Butler just to name a few. Shelby also put together a great infrastructure within Shelby American by adding Al Dowd, who initially started as a mechanic but quickly assumed a role in providing team management as well as organizational responsibilities, and Ken Miles, who was a seat-of-the-pants engineer and development driver.

Hot rodding companies and speed shops were seemingly all over California; Hilborn, Edelbrock, Offenhauser, Isky, Moon, as well as others that would be used during the production run of the GT350 Mustang; Berry Plasti-Glass (fiberglass), Buddy Bar Castings (aluminum), Ray Brown Automotive (seatbelts), Traction Master (suspension) and Cyclone (headers and glasspacks). This provided Cantwell with several sources, all fairly local, for manufacturing special and unique parts. If one company was not able to meet the production needs, another one could be found.

Cantwell enlightened us on the drafting of the GT350 parts, "Design drawings of some of the critical fabricated GT350 parts, like the traction bar brackets were developed. Most parts were made from prototype samples and later drawn. By the middle of 1965, we probably had drawings for most of the parts that could be drawn and partial sketches with critical dimensions for others. In fact, I did not even have a formal parts list for the 1965 GT350's, the first one was completed for the 1966 GT350's and was published in January of 1966."

Jerry Nuznoff, who was a Ford high-performance purchasing/sourcing specialist, was assigned to Shelby American to help source and procure purchased parts for the GT350 program as well as to reassign sources when changes or new parts were required. Nuznoff was the person responsible for writing the purchasing contacts for the major pieces and was involved in the GT350 project from the very beginning, having some of the suppliers already lined up when Cantwell returned in October 1964. Another vital person for gathering the GT350 parts needed was Gordon Goring.

Goring was Shelby's purchasing person for the smaller parts. Most of the purchase orders were, in fact, from Shelby American, with Ford's guarantee if it was needed.